

The Doctor's Advice

by Dr. Lewis Baker

The questions answered below are general in character; the symptoms or diseases are given and the answers will apply to any case of similar nature.

Those wishing further advice free, may address Dr. Lewis Baker, College Ridge, College-Elwood Sts., Dayton, O., enclosing self-addressed stamped envelope for reply. Full name and address must be given, but only initials or fictitious name will be used in my answers. The prescriptions can be filled at any well-stocked drug store. Any druggist can order of wholesaler.

fluid balmwort, 1 oz.; syrup sarsaparilla comp., 5 oz.; iodide of potassium, 5 grains; wine of colchicum, 1 oz.; sodium salicylate, 4 drams.

"Morris" asks: "I have suffered with a chronic cough for almost a year, and catch a fresh cold every few weeks. Nothing the doctor gives me helps, so I write to you."

Answer: You need a thorough laxative cough syrup, one that not only relieves but surely drives it from the system. The following regularly used will cure any curable cough or cold promptly. Obtain a 2-1/2 oz. bottle of essence mentho-laxene, mix it with a home-made sugar syrup or honey as per directions on bottle.

"Anxious B." writes: "I have in recent years been threatened with appendicitis, but would never consent to an operation. Indigestion, constipation and sedentary habits cause me much suffering. Kindly prescribe for dyspepsia something which you think will cure me and prevent appendicitis."

Answer: The most scientific and satisfactory treatment for your trouble is tablets triopetone, packed pink, white and blue in sealed cartons with full and clear instructions for use. It should, however, be used occasionally to prevent a return of the disease.

"C. G." writes: "If you know of anything that will cure dandruff, itching scalp and premature baldness, please let me know what it is."

Answer: For several years I have prescribed plain yellow liniment as superior to anything known for the treatment of diseased scalp. Get it in four ounce jars with full directions. It quickly overcomes all diseases of hair and scalp and gives new vigor and intense natural color to the hair. Try it fairly and you will advocate its use for your friends.

"Mildred" writes: "I am constantly embarrassed because of the fact of my extreme thinness. I have absolutely no color in my face or lips and I am dull and lifeless most of the time. Please advise me what to do."

Answer: If you are so thin and pale and your lips and cheeks colorless it is because your blood is deficient in red corpuscles. This can be easily overcome by the use of three-grain hypophosphite tablets which can be had from any druggist in sealed cartons with full directions for taking. When the blood is enriched by the use of these tablets, your weight will increase, the color will come back into your face and lips, and it will improve your general system so that you will become strong and healthy.

"Edna" writes: "I suffer with rheumatism all the time and I shall be very glad if you can tell me something to relieve me."

Answer: I can give you a prescription which will not only relieve, but will cure your rheumatism. This is my favorite remedy and from the number of letters received from people who have used it proves its value in curing rheumatism. The following is made by mixing well, taking care before retiring: Comp. essence carbol, 1 oz.; comp.

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RAILROAD NEWS OF THE SOUTHWEST

C. T. Parrish, fireman on the T. & P., is laying off sick.

Conductor Butts, of the T. & P., has reported for duty.

C. A. Withers, switchman for the T. & P., is laying off.

D. J. Sharp, fireman on the T. & P., is laying off sick.

Thursday was pay day on the E. & P. & S. W. in El Paso.

J. Knstrom, switchman for the G. H., is laying off.

Fireman Hardwick, on the east end of the E. & P. & S. W., is laying off.

A. G. Shoemaker, switchman for the Santa Fe, has reported for duty.

W. Leggett, fireman on the east end of the E. & P. & S. W., is laying off.

F. Long, fireman on the T. & P., is firing engine 355 for a few trips.

Hepworth, fireman on the east end of the E. & P. & S. W., is laying off.

A. P. Moore, extra fireman on the T. & P., is firing passenger for a few trips.

Extra fireman Knapp, for the T. & P., is firing engine 239 for a few trips.

W. B. Moon, conductor on the T. & P., has reported for duty, after a short lay off.

Al. Wells, fireman on the east end of the E. & P. & S. W., has reported for duty.

Harry Perry, brakeman on the T. & P., has reported for duty, after a short lay off.

A. B. Snyder, switchman for the G. H., is helping on the lead for a few nights.

Fireman Gould, of the G. H., has been assigned to the day coach in the El Paso yards.

Oscar Darr, fireman on the T. & P., is working as hostler in El Paso for a few days.

R. S. Jenkins, brakeman on the T. & P., has left the service and gone to Ft. Worth.

J. J. Reid, switchman for the G. H., is helping on the night coach engine for a few nights.

Dred Cunningham, engineer on the east end of the E. & P. & S. W., is laying off for a few trips.

G. C. Woodward, brakeman on the T. & P., is laying off and extra brakeman in his place.

Engineer Munger, on the T. & P., is laying off, and extra engineer Cole is filling the vacancy.

Barnard Hickman is filling the position as gatekeeper at the terminal station for a few days.

A. W. Harrell, trainmaster for the Santa Fe, has left the city after a short business trip.

D. Johnson, freight agent for the T. & P. in El Paso, has returned from a business trip to Dallas.

Conductor Pete Sly, on the Santa Fe at San Marcial, has reported for duty after a short lay off.

W. O. Olson, engineer on the S. P., is laying off sick and R. E. Johnson is filling the vacancy.

C. R. Richards, switchman for the T. & P., has reported for duty after laying off for several days.

George Yancy, night herder for the T. & P., is laying off and Pete Shafer is filling the vacancy.

Burnham night call boy for the T. & P., has reported for duty, after several nights off.

E. Jolly, switchman for the G. H., who has been on some time, is reported to be improving.

H. Lumsden, switchman for the G. H., is laying off, and extra switchman Richmond is in his place.

Willie Stewart, switchman for the Santa Fe in El Paso, is laying off and C. C. Phillips is in his place.

Pat Savage, brakeman on the Santa Fe at San Marcial, is laying off and is visiting his home in Douglas.

Elmer Ellis, switch engineer for the T. & P., is laying off and fireman Harrison is filling the vacancy.

Watt Taylor, formerly a switchman for the T. & P. at Mustang, Texas, is spending a few days in El Paso.

A. C. Ray, brakeman on the Santa Fe at San Marcial, has returned from a 30 days visit to his home in Mississippi.

F. F. Lynch, conductor for the Santa Fe at San Marcial, is now breaking for conductor Sly, since business has fallen off.

A. Butler, extra conductor for the Santa Fe, has reported for duty, and is now breaking for conductor Johnny Lee.

Frank Young, extra brakeman on the T. & P., who has been on passenger for a few trips, is again on the extra board.

E. Stamper, passenger brakeman on the Santa Fe, has been assigned to local runs 832 and 834, with conductor Sly.

Train caller Benton, at the terminal station, has gone to San Antonio, and gatekeeper Charlie Buntz is filling the vacancy.

E. P. Mosley, formerly a conductor on the M. & T. at Smithville, Tex., has a position as switchman for the G. H. in El Paso.

Bill Garvin, switch engineer for the E. & P. & S. W. at Carrizozo, is laying off on court duty, and W. W. McLean is filling the vacancy.

W. R. Stewart, foreman of the night coach engine for the G. H., is laying off sick, and switchman F. L. Meade is filling the vacancy.

P. Harris, assistant general superintendent of the T. & P., spent Thursday in El Paso, and went east on No. 4 in private car 500, Thursday night.

A. D. Martine, engine foreman for the T. & P., who has been acting as night yard master for a few nights, has taken charge of an engine again.

W. A. Cowan, brakeman on the Santa Fe, who was injured several days ago, has returned to his home in San Marcial from the hospital at Las Vegas.

Fireman McKinley, on the Santa Fe, has moved to his home at El Paso, N. M., to El Paso. Mr. McKinley has been assigned to a passenger run out of El Paso.

C. E. Summers, superintendent of the Rio Grande division of the Santa Fe, spent Thursday in El Paso, and left for his private car 407, Thursday night.

The T. & P. delivered eight new street cars to the El Paso Electric before breakfast and in the glare of the noonday sun. However, I would not recommend a proposal to "break" no man in a tender mood, and if he were, the appearance of his lady love might chill his ardor.

Twilight is a pretty hour; the moon is always good for romance. Indeed, many prefer it and there is something sacred and holy about a love declared under the stars that no brighter light effects offer. There is a secrecy about such a proposal that doesn't accompany one made in the light of the moon, where a man's arm around a girl's waist becomes a target for eyes and tongues six blocks off.

You might begin by holding her hand. This will not be hard, for doubtless you have held it many times before. I hope you have, for this hand-holding is the time-honored prologue to a proposal. This time you will not let go, as before. You will hold fast, and you will find your way into your hand such a current of inspiration and courage that after you have held her hand at least a minute, nothing short of the appearance of a mad bull, or the girl's enraged father, could keep back your declaration.

Having held her hand till this psychological moment, you may say, "I love you." Of course she knows you do, but at least a minute, nothing short of the appearance of a mad bull, or the girl's enraged father, could keep back your declaration.

However, always say them to the same woman.

Sometimes in the books and in actual experience the girl looks shyly down, and the man must lift her face for a kiss. If statistics were available, however, I am sure they would prove my contention that she has her face lifted up for a kiss before the last of the three words has crossed her lips. I hope, Ralph, you will verify my contention the next time you write.

If you find you are still shy on words, here are three more that are so short and easy to remember they are eligible to a child's first reader. They are: "Set the day."

You need not say what day it is you want her to set. She knows it is not a day for going fishing or for having the hay cut in the east meadow. She knows what day you mean, thus saving you any necessity for detail or verbosity.

Proposing, Ralph, is so easy and so

No Rules For Proposing

But It Is Safe to Take the Girl's Hand, in the Moonlight, and Say, "I Love You."

By Beatrice Fairfax.

I AM 22 years of age, and in love with a young woman three years my junior," writes one who signs himself Ralph. "I would like to propose to her, but do not know how to begin."

Without doubt one could find somewhere, in books new or musty, a rule for every procedure under the sun except that of proposing marriage. Nowhere is there an accepted form for asking for a girl's hand in marriage, and at the most important moment of his life a man is left without a guide-book.

But if Ralph, the writer of this letter, man-like, does not want to depend on the leadership of the other sex, even in matters as tender as this, here are some suggestions gathered from the experiences of others, which may help him.

Evening is the accepted time in poetry and prose, real life and fiction, though declarations have been made before breakfast and in the glare of the noonday sun. However, I would not recommend a proposal "before" breakfast. As that most unbecoming of no man in a tender mood, and if he were, the appearance of his lady love might chill his ardor.

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Fried Chicken

(Cottolene Style)

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